

MINUTES OF THE MEETING
AUGUST 7, 1997

PROJECTS REVIEWED

Sand Point Design Guidelines
Northgate Development Activity
RTA
Nordstrom Sidewalk Treatment
King Street Station

Convened: 8:00 AM

Adjourned: 4:15 PM

COMMISSIONERS PRESENT

Barbara Swift
Gerald Hansmire
Moe Batra
Gail Dubrow
Robert Foley
Jon Layzer

STAFF PRESENT

Marcia Wagoner
Peter Aylsworth
Vanessa Murdock

080797.1 Project: **SAND POINT DESIGN GUIDELINES**
 Phase: Briefing
 Presenters: Pete Marshall, Department of Parks and Recreation
 Mike Usen, Office of Sand Point Operations
 Eric Friedli, Director, Office of Sand Point Operations
 Attendees: Marty Curry, Seattle Planning Commission
 Officer Cindy Granard, Seattle Police Department
 George Deleau, Former Design Commissioner
 Time: 1hr. 15min. (N/C)

In September, 1996, the City of Seattle assumed a ten year lease on the former Naval Station Puget Sound (Sand Point). In the summer of 1996 a public meeting was held with the participating groups, the Department of Housing and Human Services, Sand Point Community Housing, the National Oceanic Atmospheric Administration (NOAA), and the University of Washington.

The area to be transferred is 151 acres and is divided into 5 functional areas, which need to blend together while maintaining separate functions. 54 acres will be added to Magnuson Park. The Parks Department plans to restore Mud Lake and its surrounding wetlands environment. Various tenants of the Historic District include Common Meals, Pottery Northwest, Seattle Conservation Corps, office space, University Adult Day Care, and storage facilities for the University. The City's involvement in the base reuse process began in October of 1991, when the Navy requested that the City take the lead in developing a local plan for reuse of Sand Point. This process will eventually culminate in the transfer of ownership of most of Sand Point to City agencies. Subsequent planning documents, including the Design Guidelines Manual, have followed the guiding principles developed for the base reuse from input by citizens and planning staff during the early steps of Reuse Planning. These principles form the foundation of all subsequent planning efforts. In May of 1997, the Department of Parks and Recreation developed the Draft Design Guidelines Manual for Sand Point/Magnuson Park. This manual outlines the following goals for Sand Point Reuse Planning;

- To promote compatibility between reuses and the surrounding residential community.
- To seek cost effective and financially feasible outcomes that consider the tax burden to the public.
- To encourage continued community involvement in the future planning, development, and management of Sand Point land and facilities.
- To enhance the environment, preserve existing and create additional open space, and demonstrate sensitivity to ecological concerns.
- To provide access to facilities and safe pedestrian and bicycle use of the park and surrounding area, minimize automobile traffic, and promote adequate public transit.
- To provide opportunities for those in need of assistance, encourage self-sufficiency and empowerment while seeking integration of residents within the broader community.
- To seek to provide safety of person and property for residents, neighbors, and visitors.
- To reflect and support a diversity of cultures.
- To respect, preserve, and enhance the historic character of Sand Point.

- To promote and balance public benefits and accommodate as broad a range of uses in as cohesive a way as possible.

The Design Guideline Manual is intended to guide physical development of Sand Point/Magnuson Park. It contains recommendations related to building treatment, development of open space and street-scapes, placement of art, building mothballing and demolition, and other aspects of design and construction. As guidelines, these recommendations serve as a departure point when initiating project planning and design. While they set boundaries and parameters which must be respected, there is latitude for creativity within any given project. The ultimate goal is the development of a vibrant, thriving, and visually cohesive area gracefully integrated with the surrounding neighborhoods.

Discussion

Dubrow: Which buildings will the University be taking in the historic district? What is the University's commitment to listing those buildings on local landmarks registers? There have been questions raised in the past about their obligation to do so.

Usen: All the buildings that the University will be acquiring are within the historic district. However, they are not all historic buildings. The city and the University are currently preparing the Historic Properties Reuse and Protection Plan which will outline exactly how the resources are to be protected. A Historic Resources Protection Covenant will be conveyed with the deed to the property by the Navy. We are working with the Navy and the State to develop this covenant to protect these resources.

Dubrow: Is becoming a City historic district an element of the plan?

Usen: It is not currently part of the plan.

Foley: A campus concept is based on a common idea or a related purpose. I perceive the plan as all divided up, like Europe after WWII. Is this perception correct?

Usen: I can understand that perception. It is one of the primary reasons we are doing the Design Guidelines. The site has always been diverse. There are a number of mechanisms to provide cohesion to the plan. These are the Sand Point Advisory Committee, an operations manual for the site, as well as joint parking lots. With the Design Guidelines, the area will remain cohesive functionally, and in many other ways.

Foley: Is the intent of the Design Guidelines to provide cohesiveness or to add identity to the separate functions?

Usen: There are existing boundary distinctions between Magnuson Park and non-historic sites and the Historic District.

Hansmire: The Transfer Covenant from the Navy requires that you maintain the historical integrity of the buildings.

Usen: That includes primarily the exterior of the buildings and the landscape.

Hansmire: In terms of the landscape, the main boulevard lined with cedar trees is the most impressive element on the site. I assume that it is an important element to maintain.

Usen: Yes, we also think it's an important feature. The three components that the City Council adopted to help in the development of the Sand Point area are: zoning, to help enforce the uses and decisions, the Physical Development Management Plan,

an update to the 1993 version, and the amendments to the City Comprehensive Plan.

Hansmire: I have some concern about the homeless shelter operation out at Sand Point and the lack of local services for people without resources. It seems like a political maneuver to put homeless out at Sand Point as opposed to a more service rich environment.

Usen: I need to clarify that the homeless services at Sand Point are not shelters, but rather transitional housing.

Hansmire: Either way, they still have the need for nearby services.

Usen: Seattle Conservation Corps will be on site to work and offer training in landscape skills, Common Meals will be operating the food services for the homeless as well as training them in culinary skills. The density of grocery stores at Sand Point is comparable to many other parts of the city. There is an Albertsons about a mile north on the Burke-Gilman trail, two convenience stores within walking distance, and the possibility of including some convenience retail on the site. We are also working with Metro to improve the bus service to the area as part of the Transportation Management Plan.

Dubrow: What were the debates regarding the City's involvement in managing the Historic District? How did the University play a role in them?

Usen: All of those decisions predated the University's involvement as a property owner, so it really doesn't deal directly with the University. The idea was that a historic covenant would make more sense when the land was transferred.

Friedli: The State Historic Preservation Office and the Navy preferred to use a joint historic covenant that goes with the deed. There is nothing that prevents us from making it a local Historic District.

Dubrow: Given that you are relying so heavily on Design Guidelines to deal with the multiplicity of users and uses, it may be worth pursuing local landmark status as a way of reasonably enforcing the Design Guidelines. The issue is the management of change with so many users over time.

Friedli: We have consciously not precluded that as an option, however, due to the time and effort involved we haven't done it yet.

Usen: We're not done yet. That is something that anyone can nominate for the planners to consider, but no one has.

Dubrow: That seems like its more at a level of negotiation within the City, about whether staffing is available to manage such a thing, or what kind of funding needs to be generated to manage such a district, and whether that would be the prime tool for enforcing the Design Guidelines or some other alternative process essentially managed by state agencies. I raise that now, rather than waiting a year or two to think through the implementation of the design guidelines as they relate to a historic district. I am also concerned about the University of Washington being the agency responsible for the management.

Usen: The University doesn't have free reign over the properties, they are rather owners and co-managers. The property has not yet been conveyed. When that happens, you will see a lot more development.

Hansmire: Do you have to make any seismic upgrades to the existing structures?

- Usen:** We do have to make seismic upgrades. These buildings never met code, even when they were built.
- Layzer:** Where in the project timeline is the wetland restoration?
- Marshall:** We currently don't have funding for the Mud Lake restoration part of the plan and will have to wait for the next opportunity. The IAC is very interested in that kind of project. The first project you, the Commission, will probably see is the north shore recreational area. With Shoreline Park Improvement funds we hope to get the design of that started this year.
- Foley:** What will be the primary activities at the shoreline recreational area?
- Marshall:** Primarily hand-launched boats and water related activities.
- Hansmire:** Perhaps the use of an interpretive center would help support the historical significance of the site. It could serve as an educational element to the site that reminds people of the heritage at Sand Point.
- Dubrow:** I hope you will engage in further discussions with the City regarding local historic district status. The concept of some kind of interpretive center may be important in terms of weaving the site into the longer history. It could also be an opportunity for the University to take a more active educational role on the site. Regarding Mud Lake, it doesn't seem like the best strategy to bring cars into the area. There is too great a contrast between a wetland area and a boulevard area. You should concentrate on the pond and wetlands.
- Foley:** The historical tradition of the Naval Station should be carried out in the selection of landscape furnishings. There may be potential to try to incorporate some of the materials and construction of the time that the buildings were built. Specifically, using the benches of that time period rather than the typical sort of bench detail.
- Hansmire:** The historical character of the site is my main concern. Try to maintain the historical integrity rather than to interpret it in a contemporary manner.
- Batra:** The design should be sensitive to the ecology of the wetlands area while still providing adequate safety for visitors to the park. This should include proper lighting and visual areas.
- Granard:** We have met with the Department of Parks and Recreation about safety issues, so they are a work in progress.
- Batra:** Regarding the north shore recreational area, I am concerned that there is too much accommodation for the small numbers of those with sailboats and water craft. It seems more of a rich man's sport.
- Layzer:** Perhaps maximizing the public benefit should be an overarching principle that cuts across all objectives for the project.
- Deleau:** The Design Guidelines should parallel and reflect the content of the Physical Development Management Plan which was adopted by the City Council.

COMMENTS: Briefing only, no action required. The Commission made the following observations and recommendations:

- **Historic District status may be the prime tool for enforcing the Design Guidelines.**
- **The same level of planning shown in the Historic District part of the project needs to be developed for Magnuson Park;**

- The boulevard access to the park is problematic in conjunction with the wetland restoration, concentrate more on the wetlands and pedestrian park accessibility;
- The concept of some kind of interpretive center may be important as a way of weaving the site into the area's history as well as providing the University of Washington with an opportunity for a more active educational role;

080797.2 Project: **NORTHGATE DEVELOPMENT ACTIVITY**
 Phase: Briefing
 Presenters: Ethan Melone, Office of Management and Planning
 Dennis Meier, Office of Management and Planning
 Time: 45min. (N/C)

The Office of Management and Planning believes that current development activity in the Northgate commercial core will soon require the development of a new street (NE 112th St., between 3rd Ave. NE and 5th Ave. NE, next to Park & Ride). In 1993 the Northgate Plan, which included comprehensive recommendations for the impact of urban growth and transportation, was adopted. This grew into more of an Urban Design Plan dealing with higher population density, transportation density, and the desire to be pedestrian friendly. The Plan is specific about how to realize these goals of a pedestrian friendly atmosphere. Proposed development activity in the Northgate area includes

- Northgate Mall expansion (Simon DeBartolo Group)
- Mixed use project on Northgate Way (Touchstone Corp.)
 - * 250 Rm. Hotel
 - * 100,000 sq. ft. of retail space
 - * 14 screen multi-plex theater
 - * 2 levels of below grade parking
- Residential development (various)
- High Capacity Transit Station (RTA)
- Park & Ride Capacity Enhancement (Perini/ABAM)

OMP is attempting to develop stewardship and integration between Neighborhood Planning, project/agency coordination, joint development proposals, "Northgate Update" informational publication, and the Northgate Stakeholders Group. The recommended improvements for Northgate are the new street and an adjacent community park, north of 112th, which is currently a Metro Park & Ride. The major issues associated with the new street are traffic engineering, METRO transit, community, street-scape, and compatibility with proposed park and mixed use project. OMP is seeking assistance from the Design Commission in a design process for the new street.

Discussion

- Foley:** Where is the funding for the new street coming from?
- Melone:** We have currently received \$98,000 for mitigation from a nearby project. The new street should cost between \$500,000 to \$1million.
- Dubrow:** Will there be a connection through the center of the hotel development between the mall and the proposed 112th St.?

- Meier:** That is certainly something that can be looked into as that development progresses. Perhaps through access for pedestrian traffic in the superblock would alleviate the need to walk thousands of feet around the perimeter.
- Layzer:** I would encourage you to discuss with Metro their interest in maintaining both Park & Rides. In such a large and growing urban center, only one transit center might not be ideal for them in the long term, especially with the new improvements to the Northgate interchange.
- Melone:** We have been meeting with them on a regular basis. Their concern is the replacement of the parking spaces.
- Meier:** Their only concern is that the spaces being replaced. Relocation of those spaces would actually be beneficial to Metro.
- Melone:** They see advantages to relocating, but need to maintain the number of spaces.
- Meier:** The mall is interested in expansion. They are still subject to Design Review and the General Development Plan. In the south parking lot, east of the transit center, Simon DeBartolo is looking at a major redevelopment; primarily for entertainment retail, possibly hotels, possibly office development. This will also be subject to the General Development Plan.
- Melone:** These projects are not in the immediate future.
- Meier:** There are a number of residential projects, in various stages, throughout the area. We have yet to develop a systematic way of channeling mitigation money into the pot for street improvements. We are working on that now. The most immediate project related to the new 112th St. is a development by Touchstone Corporation. That is the hotel/retail project between Northgate way and the Park & Ride lot. Now we have a project that is interested in the street and could benefit from both it and the proposed park.
- Dubrow:** Is the City favoring this new development by putting in a new street for good access and a new park?
- Meier:** I don't think so. This location for the park has more public benefit in the broader picture, given the surrounding concentration of residential areas. In the larger scheme the south area will have the transit and RTA station to draw people in. We want to encourage any developer that will contribute to the larger vision of a more intensely active commercial district.
- Dubrow:** Can you link the RTA with the park?
- Meier:** Open space at the RTA station stop is important and needs to be looked into, but I think they are two different kinds of open space. A residential park has different uses than a park in an urban setting.
- Layzer:** The urban setting between the transit center and the residential area, through the mall, doesn't lend itself to pedestrian traffic. It is too far and focuses more on vehicular traffic than pedestrian. The pieces of an urban center, a community college nearby, a residential area, and a growing retail area, are put together in such a way that it just doesn't work.
- Meier:** Up until this point it has been hard to communicate to people the Northgate vision. The recent projects are examples of the plan at work, but are still low-density developments. The Touchstone project looks like it will have a more urban vision,

treating the street like a street. This project could provide a really good example of what could happen on Northgate Way to change the character of it.

Melone: One result of the public/private partnership was a look at enhancing Park & Ride capacity. Perini/ABAM was the private partner initially looking at whether they could charge parking fees and recover costs. The demand analysis showed there is a lot of excess demand, but people would only pay a small amount to cover some operating costs. The group then proposed to the King County Dept. of Transportation and the County Council that they fund a Park & Ride enhancement program as a public project, not a public/private project. This proposal could end up in the County budget next year. We'll know more this fall.

Dubrow: An ideal location for the RTA seems to be in the area north of Northgate Way between I-5 and 3rd Ave. NE. That might change a bunch of your strategies.

Meier: The employment concentration along with access to the Community College is well south of Northgate Way. We need to remember that issues concerning the RTA are not concrete yet and shouldn't be assumed.

Hansmire: Isn't there a City park east of 5th Ave. near Thornton Creek? Perhaps the creek and surrounding wooded area should be included in the overall concept.

Melone: We are developing an informational publication, a Northgate update, that will have information on what is in the plan, a summary map. This would be followed up with a stakeholders meeting which could become an ongoing group. We see having a charette as an important step in pulling together these stakeholders. We would like to ask the Commission to host a charette to bring together these stakeholders for the first time in order to discuss these issues. SeaTrans would be there, as well as someone from SPU's engineering/design section, Metro, and community representatives. We can't spend the \$98,000 this year, but would like to start the meeting process this fall. We would donate our labor to staff the charette, since we don't have the money for the Commission to do it.

Dubrow: Why do you think its important to have the Design Commission involved in the charette?

Melone: The Commission brings skills, experience, and perspective to the charette. The Commission also has the advantage of being removed from the project and having few preconceptions.

Hansmire: If the Commission does the charette, the focus will change from the street to the general context and urban setting of the Northgate area.

Dubrow: Although discussing the question of pedestrian and transit connection makes sense, it seems overkill to bring in the Design Commission just to discuss one little street.

Layzer: This might be a pilot project in regards to the urban setting. It is important that incremental changes occur in the Plan, but that the whole is maintained.

Hansmire: Perhaps using the Design Commission in reviewing design stages of various projects might be a better way of enforcing the Plan and developing an urban context than the charette idea.

Melone: If the Commission feels it unnecessary to host the charette, we could hold the charette ourselves and invite some Commissioners to participate.

Dubrow: That seems more appropriate.

Wagoner: Keep in mind the potential of multiple projects that you are going to see later in the design phase. The directions established are probably going to occur early in this sort of an effort and by not being active participants, you may preclude your opportunity to later look at the larger picture.

Dubrow: It's difficult to establish a direction for the Commission to take without some of the participants in these various projects decided.

COMMENTS: Briefing only, no action required. The Commission appreciates the Office of Management and Planning's consideration of future design development needs and the growing need for a unified urban setting. The Commission offered to participate by having one or two Commission members on the design workshop team.

080797.3 Project: **RTA**
 Phase: Briefing
 Presenters: Judy Bunnell, Office of Management and Planning
 Jared Smith, Office of Management and Planning
 Attendees: Kristian Kofoed, Office of Management and Planning
 John Shaw, Department of Construction and Land Use
 Stuart Goldsmith, Seattle Transportation
 Peter Lagerway, Seattle Transportation
 Stephen Antupit, Office of Management and Planning
 Denni Shefrin, Department of Construction and Land Use
 Time: 1hr. (N/C)

In the fall of 1996, voters in a three-County area approved *Sound Move: The Ten Year Regional Transit Plan*. The Regional Transit Authority (RTA) will be working closely with the citizens of Seattle and City representatives to make the plan into a reality in the coming years. Both the Mayor of Seattle and one City Councilmember (Richard McIver) currently sit on the eighteen-member RTA Board of Directors. In addition, two Seattle area King County Councilmembers (Cynthia Sullivan and Greg Nickels) and the County Executive (Ron Sims) sit on the Board. The City has appointed a Regional Transit Manager, Jared Smith, who will help coordinate the City's RTA efforts. The RTA plan covers 3 counties and should cost approximately \$3.9 billion, \$1.6 billion of which will be invested in the City of Seattle.

The RTA plan contains three major types of improvements;

1. **Light Rail Transit** from the City of Sea-Tac to the University District (and possibly to Northgate if funding is available) via the Rainier Valley, Downtown, First Hill, Capitol Hill, and the University District. An alternative alignment from downtown to the University District probably via Seattle Center and South Lake Union will also be analyzed.
2. **Commuter Rail** service from Everett and from Lakewood (south of Tacoma) to Seattle (King Street Station) with possible future stations in Ballard and Georgetown.
3. **Regional Bus/HOV** service in West Seattle, Northgate, University District, and downtown Seattle and along I-90 and SR-520.

The city will be working with King County Metro on redeployment of existing transit service hours. The City will coordinate to enhance existing bus service within the City as well as provide for new links to the light rail stations. The City will be dividing into the following 5 working groups; Transportation and Transit, Utilities, Public Involvement, Land Use, and Economic Development.

Both commuter rail and regional bus/HOV improvements will begin to occur within the next three to four years since no major new facilities are required within the City of Seattle. The light rail transit project will take longer because of the need for detailed environmental studies, facilities design, right-of-way negotiations and construction. Construction of the light rail line would not begin until 2001 to 2003 with beginning of service in 2004 to 2006. In November 1997 the light rail transit environmental analysis process, where citizens and decision makers will be able to provide input on the scope of the analysis, will begin. Over the next year, meetings will take place with the community to seek input and provide information on details of the project. Alignment options, transit station location, design issues, and analysis of impacts to neighborhoods and businesses. This initial phase will provide opportunities for the citizens of Seattle to help shape the look and feel of the new light rail transit system. The Draft EIS is scheduled to be completed by fall/winter of 1998.

Discussion

Swift: Since you are using these five working groups as important organizational tools, what is their specific charge? Are they supposed to be setting guidelines, parameters, organization review, etc.? This distinction would help us determine the Commission's role and issues pertaining to it.

Smith: The initial charge is to develop a Work Plan and the associated budget that goes with it. They are also looking at which things we can partner with RTA on and enhance each others resources. That's the initial charge. In the coming months the Community Involvement Team wants to craft a Public Involvement Plan which may be adopted by the RTA or Seattle. Another activity will be facilitating workshops. Some of the working groups will be more active than others. The Economic Development working group is charged with the Seattle Jobs Initiative and other on going initiatives in order to keep RTA committed to having innovative concepts and determined ideas for using small, local businesses for the work. The Utilities group right now is trying to identify coordination issues, existing major utilities, transportation issues and non-motorized access to RTA issues. The role of these working groups will change over time depending upon the relevant issues at the time.

Dubrow: I haven't heard you mention cultural and arts plan issues. What is the relationship between the various parts of the project, public interpretation, the sense of place of the surrounding neighborhoods, neighborhood influence on station design? Is there a strategy for looking at some of these issues and the City's position on them?

Smith: I think it's very much a part from the outset. I'm unsure if its already in the RTA's legislation or within their board policy.

Layzer: I am almost certain that they do not have an art plan. It may be something for the City to advance.

- Hansmire:** The City is putting itself in a position to tell RTA what it wants rather than sitting back and waiting, which is encouraging.
- Smith:** One challenge will be to remember that the system is regional. It should be unique to the immediate neighborhoods, but also unified as a whole over the 3 counties. The downtown bus tunnel is an example of the variation possible within a unified system.
- Swift:** I am concerned with the tendency to divide projects of this magnitude into individual parts. What will be the nature of the whole piece in 15 years? It is important that we keep the focus on the integration, history, and local issues of the project into the future.
- Smith:** I have a letter from Paul Bay, Light-rail director, which he sent to the board of directors, that outlines the light-rail program beginning with a 50 year horizon, then he backs up to ten years, and then to the immediate future.
- Batra:** The project needs to respect the cultures and identities of the various neighborhoods.
- Layzer:** Would the work groups focusing on economic development be tied in with DHHS and welfare reform efforts?
- Bunnell:** We have a department level work group that meets once a month, but there is no DHHS representative in the group at this time.
- Dubrow:** Perhaps you should develop a set of public presentation materials for selling intermediate nodes and overlapping station regions.
- Layzer:** From my perspective the Design Commission's role in this project will be concentrated in station area planning, design guideline development, and urban design development.
- Dubrow:** The Commission could also be used in linking some research with some of the model sites in Seattle regarding what happens consistently in terms of urban planning and the conditions for the neighborhood benefits.
- Swift:** There is a role for the Commission that may not be specifically tied to physical products. It would deal more with the overarching principles and the City's established aspirations.
- Smith:** There would be an opportunity then for the Commission to review that or make a list of principles independently.
- Bunnell:** We plan to get the dialog going early and increase awareness. We are going to need all your help. This could be the most wonderful thing the City does for a long time.
- Dubrow:** What will be the structure for the arts program? What will be the next step in raising the expectations in this area?
- Hansmire:** A program could be similar to that used in the bus tunnel.
- Wagoner:** That arts program actually appeared too late to do the kind of project they really hoped for. Had it been implemented 5 years earlier, it would have had a different outcome.
- Dubrow:** What would be the next step for raising the bar in terms of expectations?
- Smith:** A letter from the City, written by our two board members, could be given to the RTA board stating what our expectations are and asking them to respond to them.

Antupit: These letters could be part of inter-local agreements stating our position on arts planning in the project

Smith: There is actually a Transit and Art brochure, put out by the Federal Transit Administration, containing pictures of how transit and art have been integrated nationally. The Federal Transit Administration is actually the lead agency for this project, so at the top there is some level of commitment to art.

COMMENTS: Briefing only, no action required. The Commission made the following observations and recommendations:

- **Develop a comprehensive arts plan giving particular attention to public interpretation, sense of place in neighborhoods, and neighborhood influence on station design.**
- **The Commission's role might be in developing some overarching principles for the project as well as reviewing physical products.**
- **The 5 working groups for the City might develop a report on successful RTA projects from other cities**
- **The Commission would like continued briefings due to the large amount of information.**

080797.5

COMMISSION BUSINESS

A. MINUTES OF JULY 17, 1997 Approved as amended.

B. EMP SPECIAL PAVING REQUEST: The Commission heard a report from the subcommittee about the Experience Music Project's request for a street-use permit for a non-standard sidewalk treatment. Bob Zimmer of LMN reported to the Commission

Summary (072297.1 Experience Music Project, special paving)

The design team is considering using black (dark gray) concrete around the base of the EMP structure to create a visual platform for the facility. The concrete is proposed to extend out to the curb on Fifth Avenue and the Harrison Street turnaround; to the parcel lease line on the facade that fronts the Fun Forest; and across Thomas street to the south. The predominant standard paving material used at Seattle Center is black asphalt. A slot drain will be required along Fifth Avenue at the parcel lease line. In the past, the Commission has noted some concern about non-standard paving entering into the public right of way and possibly indicating a private use. Given the very public nature of the Seattle Center and of the Experience Music Project, Commissioners were less concerned in this specific instance. The subcommittee felt that the location of the slot drain along Fifth Avenue is a logical point to stop the black (dark gray) concrete and continue with the city standard paving between the drain and the curb. It was suggested that the paving color and pattern begin to move towards that of the city standard as the slot drain is approached. The design team was also urged to explore the edges and transitions of the black (dark gray) paving at the main entry (on the west side of the facade) in relation to the other elements. Frank Gehry's office is willing to move to a dark gray (perhaps even medium gray?) if it means the strip between the lease line and the curb can be the same color as that east of the parcel lease line.

Discussion

- Zimmer:** Frank Gehry's office would prefer a darker gray concrete if black is unacceptable.
- Hansmire:** I don't mind the black concrete adjacent to the asphalt areas, it seems to makes sense. On the 5th Ave. side I think it's better to have a color separation so that people understand the street space from the pedestrian space.
- Zimmer:** The greater concern may be where existing asphalt abuts the concrete without a curb separation. Perhaps the change from black concrete to gray concrete occurs at the change in levels and not at the trench drain.
- Layzer:** I think we took a strong stand on the line of trees, but am less concerned with the color of paving. It doesn't bother me that the building's base extends out into the sidewalk. As long as it's not a dramatic black that stands out from the surrounding sites, I don't have a problem with the gray color concept being uniform out from the building to the curb line.
- Hansmire:** The only black sidewalk I've ever seen was the old Frederick and Nelson sidewalk, and that wasn't a true black due to fading.
- Dubrow:** Are there any places that the asphalt can be removed and other paving can be added?
- Zimmer:** There is an edge of concrete in the circulation area between the EMP and the Fun Forest. The Seattle Center standard is black asphalt with concrete paving accents.
- Hansmire:** Can you bring the asphalt up to the building?
- Zimmer:** It would be terrific conceptually if the areas between the property line and the building edge could be asphalt. However, we want to bring the entry paving into the building spaces. In that situation, asphalt gets to be too problematic, and concrete as a material is the answer.
- Layzer:** What were Commissioner Sundberg's comments about the EMP using the public right-of-way?
- Foley:** Sundberg doesn't like private enterprise to lay claim on public spaces. He doesn't like giving the impression that a private entity has control over public land and discourages public use of it. He is less concerned about this project because it feels like public ownership occurs on both sides of the property line. He felt that it was an appropriate material for the situation.
- Layzer:** What are the improvements along 5th to be? Will the entire area be paved, will there be landscaping, amenities?
- Zimmer:** There will be no landscaping in that area other than the street trees. The Commission's past concern was the need for places for pedestrians to rest and take in the building. That will be resolved and coordinated with the Seattle Center, not just on the 5th Ave. side, but around the entire site. The idea of a clean ground plane is important.
- Hansmire:** I am intrigued with the idea of asphalt around the building except where the sidewalk turns into the building.
- Foley:** If the slot drain had not been required, the continuous color concept would have probably been supported. With the drain, however, there is a rationale for somehow indicating where public space becomes private.

Zimmer: Now we need to take the comments from this meeting and put together a plan showing the materials and locations of paving changes.

Layzer: One criteria for this project is a successful transition around the platform, from the non-standard treatment to the surrounding treatment. This will require a resolution of the tension between simple transitions and creating a platform for the building as sculpture. Another criteria is a clear, visual communication of the public right-of-way as public space. Even if the public space serves as a platform for the distant view it should be visually apparent that it is public space.

Action: **The Commission recommends approval of the special paving request, in concept, with a focus on successful transitions around the platform from non-standard to standard paving and a clear visual communication of the public ROW as public space.**

- C. MUNICIPAL CAMPUS UPDATE: Wagoner updated the Commission on the Municipal Campus Plan.
- D. CONVENTION CENTER EXPANSION - Internal Design Review Committee Meeting: Wagoner updated the Commission on the Convention Center Expansion Plan.
- E. FOOTBALL NORTHWEST: The Commission discussed potential involvement in the review of the Football Northwest proposal.

080797.4 Project: **COMMISSION DISCUSSION**
 Phase: Business

Bigelow Avenue Restoration

(reference the 071797 minutes)

The Commission continued discussion from the 071797 presentation on the Bigelow Avenue Restoration project

ACTION: **The Commission endorses the long term goal of returning the boulevard to its original design. The Commission urges the Parks Department to develop cooperative solutions to maintaining the level of landscape maintenance, and to concentrate on developing a safe, usable public space. The property owners should be notified of the property line by mail.**

Convention Center Expansion

(reference the 011697 and 020697 minutes)

The Commission Discussed the WSCTC letter of response to comments received regarding the proposed street and alley vacations. The Commission noted concern regarding current level of

development of public improvements. The Commission will send a letter stating its concerns to the WSCTC.

Terminal 18

(reference the 071797 minutes)

The Port of Seattle requested a vacation of public ROW for vehicular and pedestrian overpasses. The City's interpretation is that the access to Todd's Shipyard needs to be handicap accessible in the event that a handicapped person finds their way onto the island and is unable to get over the tracks. The Ports response to this was a pedestrian bridge over the tracks accessed by a ramping system for handicapped users.

080797.5	Project: NORDSTROM SIDEWALK TREATMENT Phase: Special Paving Request Presenters: Nate Thomas, Callison Architecture Mary Coss, Nordstrom Attendees: Paul Schmidt, Nordstrom Ethan Melone, Office of Management and Planning Jasmin McDuffie, Callison Architecture Time: 1 hr. (hourly)
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The \$100 million renovation of the Frederick and Nelson building is half way through construction and the Nordstrom store will open in 1998. The lower half of the building was designed by John Graham Sr. in 1917. The upper half of the building was designed by John Graham Jr. In 1950. In the renovation, all original wood window sashes are being replaced with new wood window sashes, the canopy is being reclad and vaulted over entries, marquee lighting is being added, up-lighting is being placed on top of the canopy, and everything below the canopy is being replaced. The design team is replacing 750 ft. of sidewalk and requests permission to use special paving (charcoal colored concrete). This color would match that already used by Metro when Pine St. was rebuilt and would recall the old black sidewalks of the original building. Sidewalk treatment is intended to blend the City standard, the existing charcoal colored concrete, and the colored sidewalks around the Westlake area. Improvements also include added street trees, lampposts, new stone cladding on pilasters and new bronze/black window frames on new display windows.

Nordstrom is proposing an arts program for the sidewalk near the edge of the building which will reference the store's early days as a family shoe store. This includes bronze footprints of notable persons in the community. Each person chosen will have their footprint cast in bronze along with their families and placed in a rectangular bronze border with a descriptive personal statement. The bronze work is to be done by the Cleveland High School Foundry, which will receive a monetary donation from Nordstrom. The Seattle Arts Commission has reviewed the proposed project. Although it is a similar idea to that of Jack Mackie's Capitol Hill footprints, there are significant differences in concept, form, purpose, etc. The Arts Commission the design team to the Design Commission for further review.

Discussion:

Dubrow: Why the charcoal color?

Thomas: Metro used the same color in rebuilding Pine St., and the Pacific Place project will also be using it.

Dubrow: What are the unifying elements around the building?

Thomas: The canopy itself, the display windows similar on each facade, the height levels of elements will be similar on all facades.

Dubrow: Has the Seattle Arts Commission reviewed the Famous Feet Project?

Coss: Yes, and there only concern which we have not discussed here was the possible copyright infringement with the feet inlaid on Capitol Hill. The two projects share very little connection, however, since ours is based on famous persons and their families, Jack Mackie's is based on the concept of dance steps.

Dubrow: Perhaps you could actively engage Jack as an expert. This might create a more cooperative approach rather than a legal one.

Coss: The Arts Commission showed a desire to keep Jack Mackie separate, so as to not confuse him with this project. The concept of inlaid footprints cannot be copyrighted and many exist even in this city.

Wagoner: I'm curious about the process of installing the footprint plates.

Coss: Each plate has a handle about 1.5" to 2" on the back of it which is placed in 4" of concrete.

Thomas: The brass border forms a screed on which to level the concrete inside the plaque. These will be either cast in place or pre-cast. In either method, the sidewalks will have waterproofing underneath.

Batra: What kind of safety hazards are involved with the depressed footprints.

Coss: The depression dimension will meet the current sidewalk code of 1/8" deep.

Thomas: The placement of the plaques is up close to the building to keep them out of the major traffic zone.

Dubrow: Please elaborate on the process of choosing the names for the plaques. Who makes the final choice?

Coss: Nordstrom will be using input from various public groups and will make the final choice inhouse.

Dubrow: I am concerned with art on a public street being determined by a private entity. Any artwork on a public sidewalk, in a sense, has the endorsement of the City. Therefore, the civic identity should be determined by the public.

Foley: I agree with that concept, but wonder how we go about a public choice.

Dubrow: Historical societies and museums, the University's history department might be possible input sources.

Coss: We are already using those sources for input.

Dubrow: But input is not equal to decision. In the end, Nordstrom still has the choice. Perhaps limiting the selection parameters would allow for a better decision making process.

Hansmire: Perhaps a public committee should be set up for the selection process, rather than the company. This might also relieve any negative reaction associated with a choice from being aimed directly at Nordstrom.

Dubrow: I would like to see a proposal of the choice process.

ACTION: **The Commission recommends approval of the sidewalk treatment (charcoal colored concrete), but would like Nordstrom to return with a proposal for the process of choosing the plaque recipients.**

080797.6 Project: **KING STREET STATION**
 Phase: Briefing
 Presenters: Gary Hartnett, OTAK Architects
 Jay Suchan, Washington State Dept. of Transportation
 Steve Leach, Washington State Dept. of Transportation
 Time: 1hr. 15min. (hourly)

The King Street Station is an important historical structure for the State and is a hard working piece of civic architecture. The State of Washington currently has the lead position on the restoration project of the station with OTAK Architects heading up the design. Currently 400,000 people use the station per year. In 10 years that will increase to 6 million people per year. Construction is expected to begin in January 1999. The station is listed on the National Historic Register and is both a City and a State landmark. It is also in the Pioneer Square Historic District. The architects have teamed with an architectural team specializing in historic preservation. The plan calls for a reconfiguration of traffic patterns, moving the primary Metro stops to the upper level, while keeping the Gray Line busses and short term parking at the main entrance level. The project is being developed with particular attention to the new King County building to the west and the new Football Northwest stadium on the Kingdome site.

There are three phases to the project.

1. Core facility: renovate interior of first floor for Amtrak use as main train station terminal; perform seismic upgrades in the main room and restoring the original detailing; turn front deck into parking and plaza; repair exterior surfaces, clock, roof;
2. Improvements to 2nd and 3rd floors for leasable spaces; site work, restore existing rhododendron garden for outdoor use; install large plaza at second level on the north side of site;
3. Restore 1,000 foot long platforms and canopies along rail lines.

A pile analysis is currently being done to determine tide damage. Also being developed is the Master Plan, a Cost Estimate, an Existing Conditions Package, and a completed Civil Survey. Optional tower uses are being examined. Limiting factors include difficulty installing an elevator, new stairs, and a new fire suppression system, which might be required regardless.

Also being designed are new trains for Amtrak unique for the northwest. They will be high speed trains exceeding 110 miles per hour, with green/white color schemes and dramatic aerodynamic design. The contrast of completely modern trains pulling into a historic station should be dramatic.

Discussion

Wagoner: Where does the commuter rail fit into the plans for King St. Station?

Hartnett: RTA is negotiating with Burlington Northern who owns the tracks at the station. The issue is whether or not the freight trains will have to wait. There are some key political issues to address, such as who pays, since there are no cheap solutions. A solution needs to have prior planning regardless of money matters. There is also the issue of freight increase, which is projected as 50% over the next 20 years. The state is passionate about keeping uses within the station.

Dubrow: What is the arts component of the plan?

Hartnett: We are planning to develop a public arts program for the design phase. We have also located most of the original oil paintings commissioned for the station when it was built. These will be returning to the station.

Dubrow: Where will the guidance for the arts component come from and how will it be funded? A return of the paintings is not necessarily an integration of art into the project.

Hartnett: We are hoping to get the state Arts Commission and to do most of the work on the arts component. The paintings will only be one aspect of the arts program. We may also go to King County Metro for help.

Dubrow: Do you imagine commissioning an arts plan or trying to move directly to the stage of putting the process in place to develop a call to hire artists.

Hartnett: The most expedient solution is to go to the state and ask them to fund a program with the given budget. I want them to start thinking about that right now, so when we get to that place in the project we are ready.

Wagoner: It seems like there are a lot of opportunities for interpretive type art projects.

Hartnett: Yes, there are a lot of opportunities for developing a good art program.

COMMENTS: Briefing only, no action required. The Commission desires another briefing at the Master Plan phase, which might include a detailed description of the arts program and design development. The Commission supports the development of plaza integration, pedestrian circulation, and parking solutions. The Commission applauds the State's role in restoring an important landmark.